

• Baltimore County • Focus on Community •

PHILADELPHIA ROAD CORRIDOR STUDY

As Adopted By The Baltimore County Council on January 21, 1992 with Amendments

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RESOLUTION NO. 7-92

MR. WILLIAM A. HOWARD, COUNCILMAN

BY THE COUNTY COUNCIL, JANUARY 21, 1992

A Resolution to adopt the Philadelphia Road Corridor Study as part of the Baltimore County Master Plan 1989-2000.

WHEREAS, the Baltimore County Council adopted the Baltimore County Master Plan 1989-2000 on February 5, 1990; and

WHEREAS, the Baltimore County Master Plan proposed that a corridor plan be prepared for the Philadelphia Road area; and

WHEREAS, the Office of Planning & Zoning, with assistance by the Philadelphia Road Corridor Study Advisory Group and in cooperation with other residents, property owners and County and State agencies, has prepared a corridor study for this area, which is a logical unit for planning within Baltimore County; and

WHEREAS, by Resolution adopted July 18, 1991, the Baltimore County Planning Board adopted the Philadelphia Road Corridor Study dated July, 1991, to constitute a part of and an amendment to the Master Plan; and

WHEREAS, the County Council held a public hearing on the recommended Philadelphia Road Corridor Study on November 26, 1991.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND, that the Philadelphia Road Corridor Study, a copy of which is attached hereto and made a part hereof, be and it is hereby adopted and incorporated into the Baltimore County Master Plan 1989-2000 to be a guide for the development of Philadelphia Road

Corridor, subject to such further modifications as deemed advisable by
the County Council.

- PHILARD/DRFT.BIL

PROPOSED AMENDMENTS TO THE
PHILADELPHIA ROAD CORRIDOR STUDY
RESOLUTION NO. 7-92
COUNCILMAN WILLIAM A. HOWARD IV

1. On page 25, insert the following as a new paragraph:

"Commercial Zoning Along Future Campbell Boulevard. There is increasing demand for large commercial parcels which can accommodate a grouping of large individual retailers along with the more traditional retail users. Unlike a regional mall, these centers offer retailers individual building entrances and identities. Understanding this type of retail center and the desirability and demand for it in the northeast corridor, it is desirable to plan for a possible site within the study area which can provide the necessary roads and infrastructure while having little or no impact on the established residential areas. These large retail centers require between 35 and 60 acres optimally. It is appropriate that the larger retailer be located within close proximity to a Town Center, such as White Marsh, for the following reasons: (1) the infrastructure to service such users, especially the necessary highway access and internal road circulation are in place or approved for construction; (2) these larger retailers feed off of and complement other regional services located within the Town Center; and (3) to the extent that it is necessary, the buffering of this type of use from neighboring residential communities can be adequately provided. A site totalling

approximately 39 acres, which meets these criteria, has been identified in the study area. The site is bounded on the north by White Marsh Run, on the west by Interstate 95, on the south by the proposed Campbell Boulevard extended and on the east by office/industrial uses. The corridor study plan recognizes the need and desirability of this use and considers the necessary commercial zoning as a priority land use objective within the context of the overall corridor study plan. Should the necessary commercial zoning be achieved for this site it would be consistent with the Land Use Plan map (Map 3) contained herein, and as a recommended alternate site for the "general commercial" use now designated on the 18-acre parcel on the opposite side of future Campbell Boulevard extended. It is considered, however, that the combination of these two commercial parcels may represent an excess of commercially zoned land for this immediate area. Since both sites are under common ownership, it is recommended the use for the 18-acre site be changed to "office/industrial" and the property be zoned ML, provided that the 39-acre tract is zoned BM to accommodate the planned "general commercial" uses."

2. On page 27, delete item No. 13 in its entirety and substitute the following as item No. 13 and change Map 3 on page 29 accordingly:

Location: SW side of Cowenton Avenue between I-95 and Philadelphia Road.

Total Acres: 62.6

Existing Zoning DR 5.5 (10.6), MLR (50.3)

and Acres: and ML (1.7)

Potential Zoning: MLR (60.9) and ML (1.7) or

SE* (60.9) and ML (1.7)

Comments: * Proposed Service Employment zone (to be written).

The ML zoned portion of this site is presently occupied by a trucking business (K & K Trucking), and it should not be rezoned to a classification which does not permit the existing business unless the zoning change is desired by the property owner. In order to prevent the creation of nonconforming dwellings, no residentially zoned parcel of land occupied by a dwelling should be rezoned to a classification which does not permit residential uses unless the zoning change is desired by the property owner.

3. On page 28, delete item No. 22 in its entirety.
4. On page 33, add a new paragraph to the section titled "Yellow Brick Road" to read as follows:

"The construction of the previously planned extension of Yellow Brick Road between King Avenue and Campbell Boulevard is not recommended. This road segment will no longer be necessary if a reduction in the permitted intensity of development is implemented."

5. On page 35, add the following at the bottom of the page as a footnote:

All projects identified in this table may require developer participation in whole or part.

6. Delete page 72 in its entirety and substitute the attached Exhibit A as page 72.
7. Delete page 81 in its entirety.

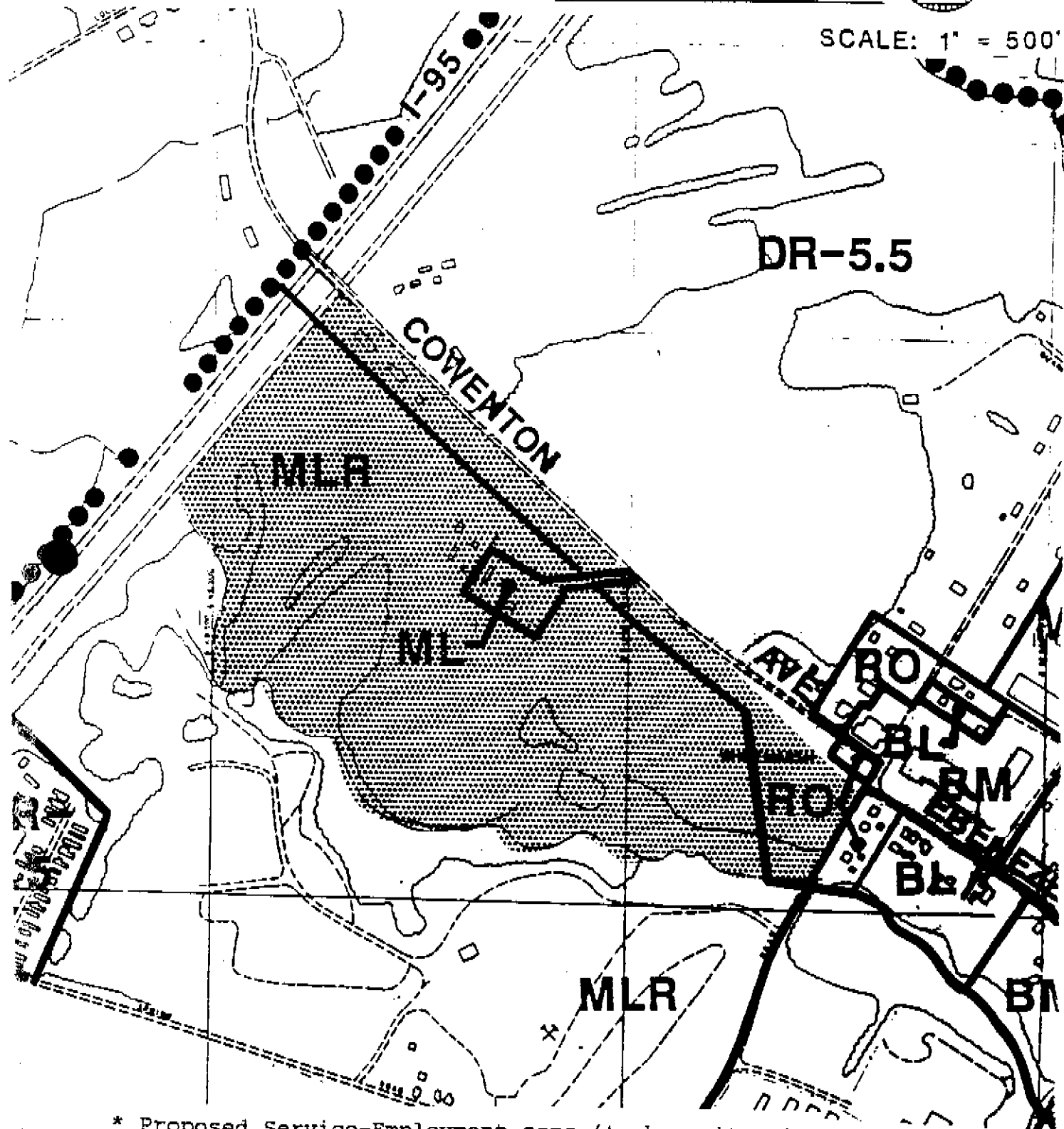
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APPENDIX E (continued)



Item 13: DR 5.5, MLR, and ML to MLR and ML or SE* and ML

SCALE: 1" = 500'



* Proposed Service-Employment zone (to be written).

PHILADELPHIA ROAD CORRIDOR STUDY

July 1991

Adopted July 18, 1991 by the
Baltimore County Planning Board

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Planning Board



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RESOLUTION
Adopting and Recommending the
PHILADELPHIA ROAD CORRIDOR STUDY

WHEREAS the Baltimore County Master Plan 1989-2000 proposed that a corridor plan be prepared for the Philadelphia Road area; and

WHEREAS the Office of Planning & Zoning, with assistance by the Philadelphia Road Corridor Study Advisory Group and in cooperation with other residents, property owners and County and State agencies, has prepared a corridor study for this area, which is a logical unit for planning within Baltimore County; and

WHEREAS the September 1990 draft of the Philadelphia Road Corridor Study and its May 2, 1991 Addendum were the subject of a public hearing by the Planning Board on June 20, 1991; and

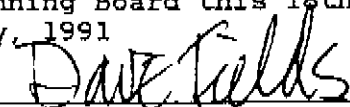
WHEREAS the July 10, 1991 staff memorandum addressing issues raised at the public hearing has been discussed in Committee on July 18, 1991; now therefore, be it

RESOLVED, that the Philadelphia Road Corridor Study be amended to include the Addendum and to include the Committee's recommendations on Issues #1, #3 and #5 from the July 10, 1991 memorandum; and be it further

RESOLVED, pursuant to Section 22-12 of the Baltimore County Code, 1978, that the Baltimore County Planning Board hereby adopts the Philadelphia Road Corridor Study, as amended, to constitute a part of and an amendment to the Baltimore County Master Plan 1989-2000; and be it further

RESOLVED that the staff shall promptly re-publish the Study, in a single volume incorporating all of the amendments adopted by the Planning Board, which shall thereafter be transmitted to the Baltimore County Council for adoption in accordance with Section 523(a) of the Baltimore County Charter.

DULY ADOPTED by vote of the
Planning Board this 18th day of
July, 1991


P. David Fields
Secretary to the Planning Board